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STRANGERS,

GUIDE



TO THE CITY OF

St. Louis.

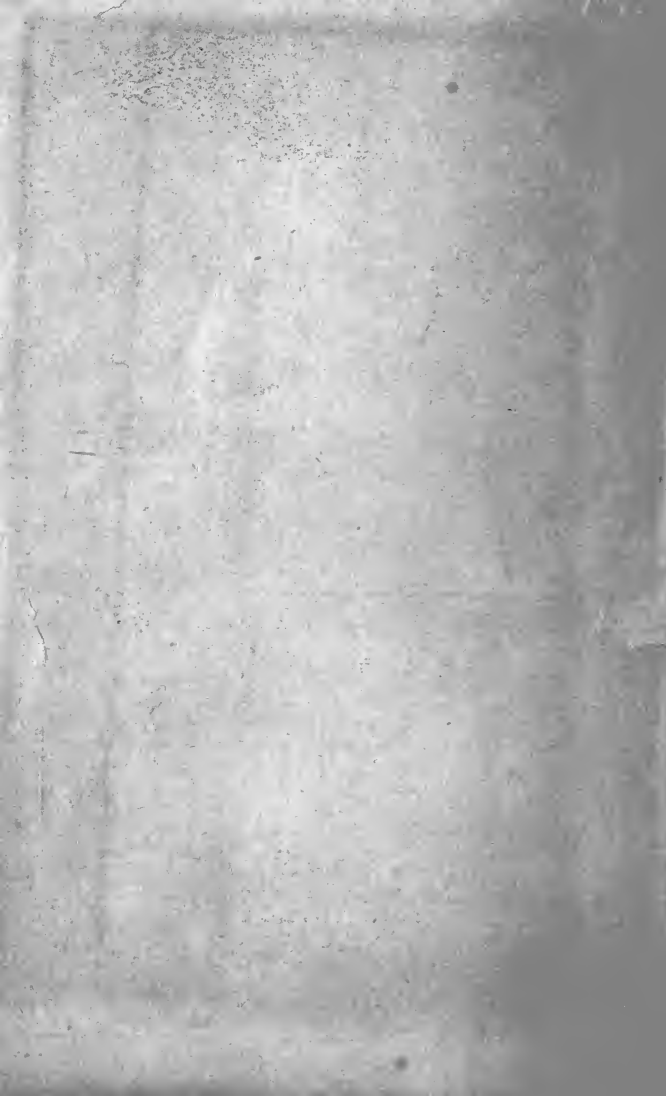
WITH MAP OF THE CITY.

PUBLISHED BY

T. K. SAGE & CO.

ST. LOUIS.

PRICE 25 CENTS.



STRANGERS'
GUIDE TO SAINT LOUIS,

WITH DESCRIPTION OF

PRINCIPAL POINTS OF INTEREST, PARKS,
BUSINESS HOUSES, PUBLIC
BUILDINGS,

FAIR GROUNDS, ETC.

133-50
BEING A COMPLETE

GUIDE TO ALL PARTS OF THE CITY.

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T. K. SAGE & CO.,
PUBLISHERS POSTOFFICE BULLETIN.

1874
h.w.m.

NOTICE.

A stranger in a new city without some guide is like a mariner without a chart. Whether his object be pleasure or business, neither is effectually attained without a definite idea of the way of its accomplishment. The object of the STRANGERS' GUIDE is to supply indispensable information to both of these classes. The commercial houses on our pages are leading establishments in the West in their several departments. Everyone feels confidence in that which is well known, since such houses have more at stake, their reputation being already established. Peter Funk concerns do not desire to be known. In that which is intended to amuse and instruct, that part which is most important and which may be made the most readily available, has been selected. We bespeak only a fair and candid consideration.

PUBLISHERS.

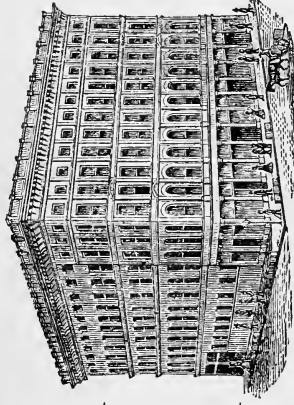
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AND

Notions,

FIFTH & ST. CHARLES STREETS,

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JAMES G. BROWN.

SAINT LOUIS.

GENERAL DESCRIPTION.

The city of St. Louis, the metropolis of the Mississippi Valley, is situated twenty miles below the junction of the Missouri river with the Mississippi, is 725 miles from New Orleans by rail, and is 973 miles from Charleston and 1064 from New York. The city lies stretched out on the west side of the Mississippi, on which it has a river front of eleven miles, with a varying width of from three and a half miles to a mile westwardly. It comprises within its limits the old city of Carondelet, and with that exception the business blocks and residences are grouped centrally about the Court House on Market street, diverging therefrom in every direction, and ranging proportionally to their relative importance. The city is divided North and South by Market street, running westwardly from the river to the city limits. It is laid out comparatively regularly in squares, except as the curvature of the river slightly modified this arrangement. Near the river, the streets running north and south take the general direction of the course of the river, and the streets running west lead in a direction at right angles to the river. All the streets conform to this general direction.

Streets and Numbers.

From the Levee or river front, the streets running north and south, are numbered consecutively, beginning with Main or First street, Second street, Third street, etc.

The notable exceptions to this are—Carondelet avenue, being a continuation of Fourth and Fifth streets, twelve blocks south of the Court House; Broadway, a continuation of the same streets, ten blocks north; and Grand

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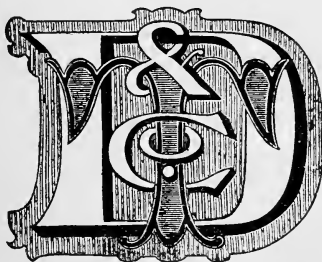
Branch House, 24 S. 5th Street, St. Louis.

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avenue, being just inside the western city boundary, and Jefferson avenue, running nearly the whole length of the city north and south, and corresponding in part with 29th street.

Streets running at right angles are named arbitrarily, or from some historical association. The system of numbering 100 to each block, is adopted, commencing with the Levee and running westwardly, and commencing with Market street and thence running northwardly and southwardly, adding to the number however the direction north or south from Market street. Each succeeding street west, or north or south from Market street, commence a new hundred. Numbers on the east and south sides of the streets are the even numbers, on the west and north sides the odd numbers. Fourteen blocks are reckoned to the mile. The streets rise gradually from the river, the surface being rolling or undulating. Eight blocks south of Market street a depression, formerly Mill Creek, is the most natural access to the city from the west, through which the track of the Missouri Pacific Railroad runs. From Washington avenue to Poplar street, and between 18th and 23d streets, is the tract known as Chouteau pond, which led into Mill Creek. This section is now being filled up with handsome residences.

Approach to the City.

The St. Louis, Kansas City & Northern Railway, the natural outlet of the population of North Missouri and Iowa, enters the city at its northern limits, near the river, and skirts the river front till it reaches the depot at the foot of Biddle street, twelve blocks north of Market street. This road crosses the Missouri river at St. Charles, at its junction with the Mississippi, and runs north of the former to the

NOTICE.

PASSENGERS FOR CHICAGO OR ANY PART OF WISCONSIN, MINNESOTA, AND THE NORTH - WEST, AND FOR ALL EASTERN CITIES, ALSO FOR QUINCY, KEOKUK, BURLINGTON, PEORIA, HANNIBAL, JACKSONVILLE, ETC., SHOULD TAKE THE CHICAGO & ALTON RAILROAD. THE TICKET OFFICE IS AT 117 NORTH FOURTH ST., CORNER PINE. THE CHICAGO & ALTON IS THE BEST MANAGED AND BEST EQUIPPED ROAD IN THE WEST. THE ONLY ROAD RUNNING THE CELEBRATED PULLMAN PALACE SLEEPING AND DINING CARS BETWEEN ST. LOUIS AND CHICAGO. THE TRACK IS SMOOTH AND IN PERFECT ORDER. THE CARS ARE FURNISHED WITH THE WESTINGHOUSE BRAKE AND THE BLACKSTONE PLATFORM AND COUPLER, TWO OF THE GREATEST SAFEGUARDS AGAINST INJURY TO PASSENGERS KNOWN TO RAILWAY EXPERIENCE. EVERY COMFORT SECURED BY TAKING THE CHICAGO & ALTON ROAD.

S. H. KNIGHT, Ticket Agent,

117 North Fourth St., Corner Pine.

western border of the State. The Missouri Pacific, the Atlantic & Pacific, and the Missouri, Kansas & Texas Railroads, draining the west and southwest, enter the city at its western limits near Market street, and reach the depot at Poplar and Seventh streets, six blocks south of Market. One of these roads branches off at Franklin, 37 miles out, and the other at Sedalia. The Missouri Pacific runs westwardly, touching the river at Jefferson City, and following its course to Kansas City. The Atlantic & Pacific takes a south-westerly direction to the Indian Territory. The Iron Mountain road, from the south and southern part of the South-west, follows the river bank till it reaches its depot at the foot of Plum street, seven blocks below Market. From Illinois, trains reach the city over the Illinois & St. Louis bridge, and entering the tunnel at Washington avenue and Third, emerge at Poplar and Eighth, and reach the depot at Eleventh and Poplar. A passenger station at Main and Washington avenue, near the river, will lead more immediately to the main business portions of the city.

Communication in the City.

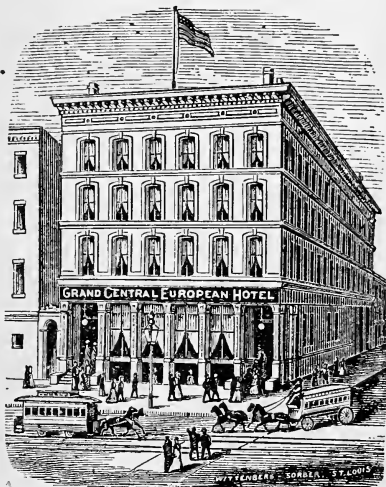
Public communications in the city are almost wholly by horse cars. Eleven lines of railway make nearly all parts of the city easily accessible. The fare on the cars is seven cents in change, or five tickets for twenty-five cents. Tickets are good over any road, and are current in the city. The cars running on Fourth and Fifth streets run nearly the length of the city north and south, while cars on Market, Pine, Olive, Locust, Washington avenue and Franklin avenue lead westwardly.

Division of Business.

The large commission houses are mostly located on Commercial street, a narrow street between the Levee and

Grand Central Hotel,

Pine Street, between Fourth & Fifth Sts.,



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THATCHER & GRAY, PROPRIETORS.

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ALL MEALS 25 CENTS.

ALSO AN EXTRA BILL OF FARE TO ORDER.

- 10 -

Main street. On Main street, extending from Market street each way, wholesale dealers in flour, hardware, dry goods and notions, boots and shoes, and saddlery are to be found. Second street is characterized by its large wholesale grocery establishments. Banks and offices are to be found in the greatest number on Third. Fourth and Fifth streets are devoted almost entirely to retail stores. Smaller stores extend westwardly on Market street and Franklin avenue. Broadway and Carondelet avenue, their whole length, are occupied by stores.

PUBLIC BUILDINGS.

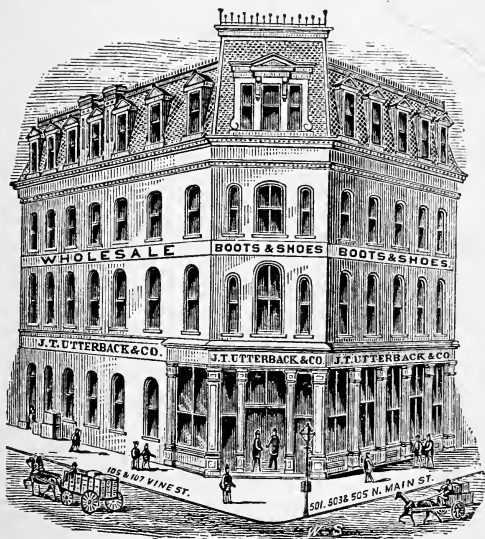
Court House.

The Court House, occupying the block between Market, Chestnut, Fourth, and Fifth streets, is the most conspicuous and oldest public building in the heart of the city. It is within easy reach of the large wholesale houses, banks, lawyers' offices, post office, newspaper offices and lines of cars. It is the center from which radiate the business interests and residences according to the ratio of their importance. The Court House is built in the form of a Greek cross, with an iron dome surmounting its center. The lot was donated in 1823, but the present structure was not completed till 1862. It is built of limestone, which is obtainable in large quantities near the city. From the dome, which is accessible to all, a good view of the city can be obtained in clear weather. The ascent to the dome is by means of the iron staircases from the first story. Following the narrow passage-way from the second balcony and the iron railing between the

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SAINT LOUIS.

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outer and false dome, over which mounting to the apex the tourist emerges into the open daylight 210 feet above the pavement. About the cupola the city may be seen spread out in all directions. On the south, the heavy cloud of smoke in the distance indicates the location of the Carondelet iron smelting furnaces and rolling mills. Nearer in the river is Arsenal Island, opposite which the U. S. Arsenal appears. Directly under your feet the Southern Hotel is quite conspicuous, only a block distant from where you stand. Turning to the west, the heavy massive walls of the Polytechnic Institute rise before you, with the Masonic Hall on the left on the same block. The Four Courts, containing the jail and criminal courts, rise in the same direction, a few blocks beyond. It may be known by its lofty Mansard roof, with three towers rising above it. Washington Square lies just north, an open space occupying a square in area. Further beyond to the south-west is Lafayette Park; the Reservoir and the Insane Asylum are in the same general direction. Just beyond the Reservoir on Compton Hill, and nearer than the Asylum, is Tower Grove Park and Shaw's Botanical Garden. Due west is that part of the city known as Stoddard's addition, the fashionable residence portion of the city. The churches send up spires in every direction westwardly. On the north is the Lindell Hotel, and nearer, the St. Louis Life Insurance building, with the figures upon its roof, stands. In the same direction, two and one-half miles beyond, may be seen the Fair Grounds; and to the east of this, and about the same distance north, the Water Tower and City Water Works. Beyond is Bellefontaine Cemetery. Approaching nearer is the Illinois & St. Louis Bridge, the St. Louis Elevator, and business blocks of the city. Scattered along the wharf are steamboats, which ply more than a thou-

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- 14 -

sand miles in three directions. East St. Louis, or what was formerly known as Bloody Island, from many notable duels fought on it, is spread out before the spectator on the opposite side of the river, and six or seven miles away are the Illinois bluffs.

The Court House contains five court rooms, occupied by the five circuit courts of the county. These courts are in session during the whole year from the first of October till about the first of July, and are open to any one. The Supreme Court of the State holds one session yearly in the south wing of the Court House. An extensive law library, belonging to an association of members of the bar, is opposite the Supreme Court room. On the first floor, and directly underneath, are the county assessor's office, the recorder's office, the sheriffs office. The building contains also the office of the circuit court clerk of the county, the office of probate judge, the collector of taxes, county engineer and county auditor's office. Up two flights of stairs in the north wing is the head-quarters of the telegraphic city fire alarm, from which wires run to the engine houses, the alarm boxes and the alarm bells of the city.

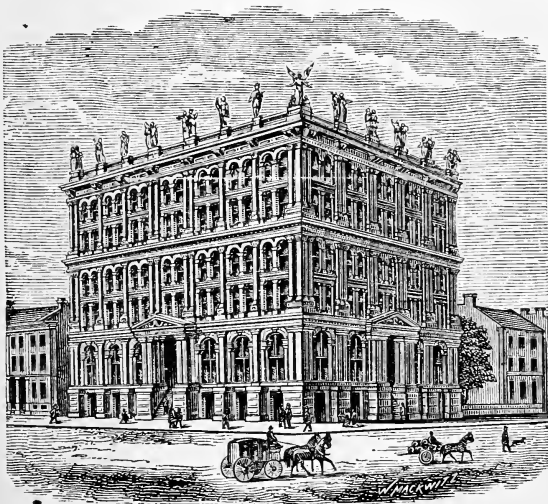
City Hall.

Leaving the Court House and following up Market street five blocks west may be found the City Hall, a plain brick building occupying half a square. Here are to be found the council chamber, the mayor's office, the offices of the comptroller, treasurer, auditor, collector, engineer, etc. It should be said that this building is regarded as a temporary structure.

St. Louis Life Ins. Co.

PAID UP CAPITAL, - - - \$1,000,000

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With low rates and no dividends this strong Stock Company gives a maximum Insurance for a minimum premium.

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S. W. LOMAX, Secretary.

BEN WILLIAMS, Manager of Agencies.

Four Courts.

Two blocks south take us to the Four Courts. This building is of recent construction and was erected at the expense of about a million dollars to the county. It is built of limestone, having a handsome front on Clark avenue with a depth of seventy-five feet. In the rear of this is the jail, of semicircular form, and built of iron, the entrance to which is by the principal entrance to the Four Courts. In this building may be found the headquarters of the police, the calaboose, the police court, which is in session every morning, and the two criminal courts, all of which are in session most of the time during the year. The jail is of unique design, being so built that all the cells are under the observation of a single watchman at once. The cells are of iron and the area is well lighted from the roof. Visitors' days to the jail are Mondays, Wednesdays and Fridays, from 8 to 9 A. M., and 3 to 4 P. M. Strangers however would probably be admitted on other days.

Insane Asylum.

The County Insane Asylum is just west of Tower Grove Park on the Arsenal road, four and a half miles from the Court House. It occupies about forty acres of ground and was built at an expense of \$750,000. The building is of brick with stone trimmings, and at present is occupied by three hundred patients. It has a chapel and ball room, and contains eight spacious well-lighted halls. On the premises is an artesian well, the depth of which is 3,843 feet, the deepest in the world when bored. The water is of a saline character and does not flow to the surface. This institution is open to visitors on week days between the hours of 10 A. M. to 12 M., and from 2 P. M. to 5 P. M.

J. H. WEAR & CO.



508 NORTH MAIN STREET,
SAINT LOUIS.

Other Public Institutions.

The County Poor House and the House of Industry are situated just beyond on the Arsenal road, and are well built of brick. The City Hospital, on the corner of Lafayette avenue and Linn street, is well worth the attention of the visitor for its pleasant grounds and well arranged apartments. This institution is easy of access by means of the Lafayette Park cars, by way of Chouteau and St. Ange avenues, on Fourth street going south. It is open to visitors between 2 to 3 P. M., every day including Sundays.

The city reformatory institutions, the Work House and the House of Refuge, are four miles south of the Court House, and are half a mile beyond the terminus of the Carondelet avenue line of cars. The former is on the river bank on Carondelet road, and the latter is eight blocks west and one block north. Visitors' days are regularly Sundays. On other days special permits must be obtained from the mayor. The United States Marine Hospital is a mile nearer on Carondelet avenue.

St. Louis Water Works.

Three miles and a half north of the Court House, at a place on the bank of the river called Bissell's Point, the new Water Works are situated. Horse cars going north on Fifth street pass quite near them. A few blocks distant from the car track toward the east, a two-story building, constructed of brick with stone trimmings, near a towering smoke stack is conspicuous. A little distance toward the river and to the south, a smaller building stands directly on the river bank. This last building is connected by a suspension bridge 200 feet long, with a tower built in the water, into which the water is received. The tower is

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- 20 -

eighty feet high from the rock on which it is sunk, and is fitted with screens and strainers to exclude foreign matter. Gates are fitted into the tower at different depths, so that water may be taken in below the surface. From the tower a pipe 200 feet long and $6\frac{1}{2}$ feet in diameter runs to the nearest engines, and is pumped from these into four reservoirs. These engines, three in number, are known as the Cornish-bull pattern. Two engines, which are kept in operation most of the time, have a capacity of 35,000,000 gallons per twenty-four hours. These engines have a fifty-six inch cylinder and a twelve foot stroke. The third engine, in process of construction, will have a capacity of 24,000,000 gallons. It has a sixty inch cylinder and an eight foot stroke. The four reservoirs occupy sixteen acres in area, and have a depth of twenty feet. The water is allowed to stand thirty-six hours before it is drawn off into the well near the upper engines, which are called the high service engines. The reservoir in which the water has been standing longest is first drawn off. This is done by means of gates at different depths below the surface. The water is then in the condition in which it goes into the hydrant pipes. The high service engines, two in number, with the third nearly completed, have a capacity of 18,000,000 gallons per twenty-four hours, and have an eighty-five inch cylinder and a ten foot stroke. The third engine is contracted to force 24,000,000 gallons per twenty-four hours, and has an eleven and a half foot stroke and eighty inch cylinder. These engines are of 1,200 horse power each, and force the water to a tower 181 feet high, a half mile distant from the engine. From this point it is distributed to the upper part of the city direct and to the reservoir on Compton Hill, from which all the central and southern portions of the city are supplied. The pressure upon the

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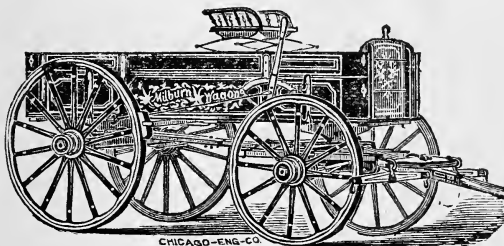
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water is from 95 to 115 lbs. per square inch. The rate per minute with which the water is drawn through the main leading to the tower is 225 feet. The purpose of the tower is to relieve the pumps at the engine house of the immense weight of the volume of water—more than four miles in length to the reservoir and nearly 200 feet high. It also gives head to the water for the upper part of the city. These engines run day and night, and give employment to forty hands. The expense to the city stands at nearly \$5,000,000. The engine rooms are open at all times for inspection, and the gentlemanly employees are ready to furnish any reasonable information. The reservoir which supplies the central portion of the city, is on Compton Hill, at the junction of Lafayette and Grand avenues. It contains 36 acres.

CITY PARKS.

Parks are indicative not only of wealth, but of culture and refinement: therefore the visitor, in forming his estimate, will be attracted by the beautiful scenes they present. St. Louis has over 2,000 acres in parks, not all of which, however, is improved. The improved parks have an estimated value of \$3,000,000.

Lafayette Park.

This park, the most beautiful in the city, is a mile and a half south-west from the Court House, and may be reached by the Chouteau avenue cars running south on Fourth street. Leaving Fourth street at Chouteau avenue, the cars run past the elegant residences on this avenue and on St. Ange avenue. This park, which is for pedestrians only, contains

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Established 1858.

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ST. LOUIS.

thirty acres in extent, and surrounding it and near it are the most elegant residences in the southern portion of the city. Its improvements are in the best style of landscape gardening, and it presents a variety of scenery that an expensive outlay only could procure. Following the east (to the left) path you pass by a beautiful lawn shaded with stately trees till you come in sight of a pretty rustic bridge through the opening on the right. This spans a rocky ravine, in which a small stream runs from the grotto close by. Just above is a rustic arbor commanding this pretty bit of landscape. Taking the path leading to the middle of the park, you pass by beautiful beds of flowers on both sides and "the cottage," till a short turn brings you to the bank of an artificial lake. On one side is a boat house, in which boats are kept that ply about the lake. The lake is approached by a wide walk laid with tiles and by stone steps. A short distance from the approach is the band stand, from which music is dispensed Thursday afternoons during the pleasant weather. Back from this is a bronze statue of Col. Thos. H. Benton, by Harriet Hosmer. It stands on a slight eminence on a pedestal of granite, and is in the attitude of addressing the Senate. Beyond the lake on the south, surrounded by trees and inclosed by beds of flowers on each side, is a statue of Washington in bronze.

Directly west of the lake, at a little distance, is a pool inclosing a fountain. It is handsomely inlaid and built up by quartz rock of every conceivable shape and variety from the Ozark Mountains. By the side of the walk are drinking fountains apparently supplied from the rock. This miniature lake is the gem of the park and deserves to be visited by all means. Lafayette Park is a fashionable resort in the season. Thursday afternoons good music is discoursed to an attentive audience from all parts of the city.



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South or Southeast

SHOULD REMEMBER THAT THIS IS THE
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THROUGH TICKETS To all the principal Cities and Towns in the
South and Southeast, and Berths and Sections
in the Pullman Palace Cars, can be obtained at the Company's Ticket Office,

N. W. Corner Fourth and Walnut Streets, St. Louis.

A. E. SCHRADER,
Gen'l Superintendent.

JOHN W. MASS,
Gen'l Ticket Agent.

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On pleasant Sundays the park is usually crowded. It is open only to pedestrians.

Tower Grove Park.

This park offers the pleasantest drives of any park in the city. It is three and a half miles from the Court House, and may be reached by the Gravois Railway Co.'s line from Fourth and Pine, which extends to its southern limits, or by the Lafayette avenue cars, which extend to Grand avenue. From the termination of the latter line of cars the park is half a mile south on Grand Ave. This park contains 270 acres in area and is the gift of Henry Shaw, Esq., to the city. A handsome, well-paved boulevard a mile in length extends across the grounds, from east to west, which is bordered with shrubbery of evergreen, &c. On each side, foot paths wind about on the lawn. Here and there pagodas, gracefully constructed, are conveniently distributed, affording rest and shelter from the sun. Half way across the park is the band stand, beyond which is a small lake beside the simulated ruins of a castle. The gardener's house stands at the entrance by the north gate leading to Shaw's Garden. The entrance from the west is flanked by two Norman towers, and on the side a stone cottage answers as the porter's lodge. A spacious entrance on the east is commanded by massive granite columns on the top of which a griffin stands guarding the entrance. The house just inside is the park police station. The grounds have a slightly undulating surface and are well improved. Its beauty consists in its green lawns and shrubbery. Its plainness and neatness are characteristic.

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Shaw's Garden.

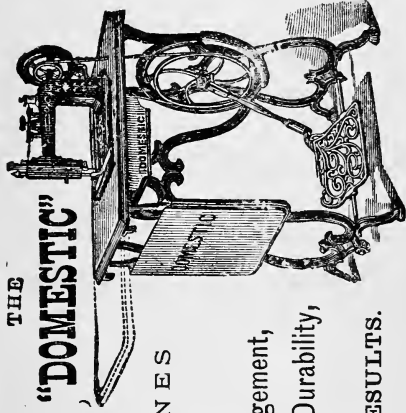
The city prides itself justly in the superiority of Shaw's Garden to anything of a similar character in the country. Though at present the property of Henry Shaw, a wealthy citizen of taste, it is open freely to the public. Through the beneficence of this gentleman it will at some future time undoubtedly be the property of the city, on the provision of its maintaining the grounds in their present condition. The garden is about three-fourths of a mile west of the Compton Hill reservoir, on Grand Avenue, the terminus of the extension of Lafayette Park car line. From this point a line of carriages run to the garden and return. It may be reached also by the Gravois line of cars to Tower Grove Park, and by a walk of three-fourths of a mile through the park. The garden is separated from the highway by a high stone wall. On entering the gateway a wealth of color in the flowering and foliage plants greets the observer that dazzles the eye. On one side is a row of green-houses in which may be found a large collection of plants from most every known clime. The India rubber tree of South America, the palm and fig tree of the East, the orange, the lemon, the banana, are representatives of the tropics. Such a collection is scarcely to be found in this country. On the parterre in front are the richly colored Begonias. Graveled and turfed walks lead through avenues of well kept hedges of arbor vitæ in every direction. On the south part of the grounds is the residence and private grounds of the owner. Separated by a wall on the west is an open space of lawns intersected by paths. Just opposite the green-houses to the west is the labyrinth, out of which, after one has entered, the way is somewhat puzzling. It consists of a winding path inclosed by high hedges of evergreen. The extent of the garden is some sixty acres. It has three sections.

PRE-EMINENTLY "LIGHT RUNNING;"

Having direct action and perfect harmony of working parts.

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"DOMESTIC"



COMBINES

Simplicity,

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Durability,

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SUCCESS

THE PROOF OF ITS

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(Send for Catalogue of "Domestic Fashions.")

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The herbacious or flower garden embraces ten acres, and contains almost every flower that can be grown in this latitude. There are also several hot-houses devoted to culture of flowers. The fruiticetum or fruit garden comprises six acres and contains fruits of all kinds. The arboretum contains twenty-five acres and embraces all kinds of ornamental and forest trees. This section includes the pinetum or coniferous trees, the quercetum or oak variety, and the solictum or willows. A brick building near Mr. Shaw's residence contains a museum and botanical library. It is kept up at the expense and under the personal supervision of the proprietor, and is a striking testimonial of his taste and beneficence. On Sundays the garden is open only to strangers, who may procure tickets of admission at all the leading hotels.

Missouri Park.

This park has an area of four acres, and is prettily laid out at the foot of Lucas Place, the Fifth avenue of St. Louis. It is bounded by Thirteenth and Fourteenth, and Olive and St. Charles streets. In the center of the park a fountain gives a grateful coolness to the hot evenings of summer, and the seats about the walks have an appearance of hospitality. The park is a favorite resort at this season from its nearness to the thickly inhabited portions of the city and to the fine residences of Olive street, Lucas Place, and Washington avenue.

Forest Park.

This has an area of 1,370 acres, and lies one mile west of the city limits. It is four miles due west from the Court House, and is approached by the best built streets of the city which are rapidly being extended in that direction.

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THE

Missouri, Kansas & Texas

RAILWAY COMPANY.

DESCRIPTION OF ROUTE.

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**Sherman, Bremond, Bryan,
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Dallas, Calvert, Houston, to
Corsicana, Hearne, Galveston.**

Also, to Austin, which is the nearest Railroad Station to San Antonio.

TO THE EMIGRANT.

This line offers superior advantages, as it passes through the finest portion of Texas, avoiding the low, Marshy Miasmatic Regions, as well as the Dry, Sandy Pine Barrens of Eastern Texas. Large and fine cotton plantations abound all along the line of the Texas Central Railway, from the Red River to the Gulf; while millions of acres of uncultivated land that will produce one bale of cotton to the acre, or eighty bushels of corn, or thirty bushels of wheat, lie in close proximity, and can be had very cheap; in fact, there are over one hundred million acres of land in Texas to be disposed of by the State, and every Emigrant Family may secure one hundred and sixty acres by settling on it for a period of three years; the only expense connected therewith is the cost of the survey and title papers, which will not exceed \$15. Every single man may have eighty acres on the same terms.

These lands, as well as the finest portion of Texas, are situated along the line of, and to the west of this Railway.

Remember, that while you are plowing through snowdrifts in the North, and your stock is eating up all your hard earnings of summer, cattle are growing fat on the green grass of Texas.

N. B.—Special low rates for Emigrant families, with their freight and movables, can be obtained by addressing

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N. HOLMES, South Eastern Agent, No. 2 Burnett House, Cincinnati, Ohio.

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JAS. D. BROWN, General Ticket Agent, Sedalia, Mo., or

THOS. DORWIN, General Passenger Agent, Sedalia, Mo.

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No improvements have yet been made by the city. It is however traversed by several streets. The River Des Peres runs through it in serpentine course. It is thickly wooded with a natural growth of elms, oaks of several varieties, the horsechestnut and the English and black walnut. The wild grapevine also abounds. The park presents an admirable surface for the skill of an artist. It lies in the best portion of the country, contiguous to business places and handsome residences, and is certain to become the chief ornament of the city as a feature of the landscape.

Northern Park.

A tract of one hundred acres commanding the river three and a half miles north from the Court House is Northern Park. It extends along Fifth street road one half mile, and is situated a mile nearer than Bellefontaine. It was acquired from the estate of Colonel John O'Fallon for \$500,000, and was formerly his country residence. Improvements are just beginning to be made under competent landscape gardeners. It is well shaded with trees and has the capability of being rendered very attractive. Its surface is diversified, but has sufficient level surface to form extensive lawns. It rises quite abruptly from the street through a grove of trees and the summit is cooled with the breezes from the river valley lying panorama-like in front. It will soon be one of the most attractive features of the northern part of the city.

Other Parks.


Washington Square lies on Twelfth street and Clark avenue, and is six acres in area. It contains a fountain and is otherwise improved. Lyon Park, a part of the old Arsenal grounds on Arsenal street, is a gift to the city from

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the United States Government, and contains four acres. A granite monument has been erected in it to General Lyon, who fell in battle at Wilson's Creek near Springfield, in this State. It is two and a half miles south on Carondelet avenue, by the Fifth street line of cars. Carr Square, at the corner of Carr street and Sixteenth is three acres in extent. It is in the midst of a German settled portion of the city. It is a pleasant family resort. St. Louis Place and Hyde Park, are in the northern part of the city, the former containing sixteen acres, and the latter twelve being well set with shrubery and grass. Their improvements are of a good character.

The Bridge.

The Illinois and St. Louis bridge that spans the Mississippi from Washington avenue, deserves an attentive observation from the visitor. The unique design, the purpose it fulfills so completely, and the expensiveness of the structure render it the most daring and wonderful piece of engineering in the country. The superstructure is supported by steel tubular arches, eight in number joined together by a net work of braces; the arches being four above and four below, and twelve feet apart. The center of the middle arch is fifty-five feet above ordinary water level. The tubes were manufactured in lengths of twelve feet each, eighteen inches in diameter, and from one-eighth to two and one-fourth inches in thickness of metal, and are of chrome steel. They are made in sections, six of which complete the circle, and about them is an envelope of steel, one quarter of an inch in thickness. Each length of tube weighs two tons. The length of the middle arch is 520 feet, and of the outer arches 502 feet. The piers were sunk, the east pier ninety feet below the bed of the river and 120 feet below the sur-

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face of the water, and the west pier sixty feet below the river bed and ninety below the surface on solid rock. The piers rise above the surface eighty feet. The iron caissons on which the piers rest with a weight of 25,000 and 45,000 tons of stone, were eighty-two feet by sixty feet, and eighteen feet in depth, and weighed 500,000 pounds. In the caissons, workmen removed the mud and sand as fast as the increasing weight of the pier sunk them, which was hoisted through pipes or tunnels. At one time the workmen labored under three pressures of atmosphere, to retain which two air chambers were necessary, one communicating with the open air and the lower one with the upper one. Work began in March of 1869, and the final test was applied in July 1874. The bridge is built in two stories, the lower one for the double car track, and the upper one is divided into two carriage ways, two horse car tracks, divided from which by an iron railing, are two walks for footmen. The width of the top of the bridge is fifty-four feet. The length of the bridge proper is 1,628 feet, of the east approach 1,136 feet, of the west approach 1,886 feet. Carriages and pedestrians descend an incline over the east side, returning on the trestle work which shortens the distance to the East St. Louis Levee. Elevators at the east and west abutments will enable one to pass directly from one levee to the other. The total cost of the structure is estimated at \$9,000,000. The bridge was subjected to the following tests: Seven locomotives were placed on each track and were moved out simultaneously over each of the three spans. The total weight was 560 tons. The deflection of the middle span was three and a half inches, and of side span three inches. Ten locomotives coupled together, were then run over each track, and the deflection in this case was two and a half inches. The tariff for the present is, for general merchandise, five cents per hundred pounds, for

empty cars, five dollars per car, and for passengers in cars ten cents each.

The Tunnel.

The cars leaving the bridge at Third and Washington avenue, enter the tunnel at that point, which follows Washington avenue to Seventh, and making a curvature there, runs past the new Custom House being built on Locust and Eighth streets, and south to Clark avenue, a distance of 4,194 feet. A few blocks from here will be the new Union Depot. The track is so arranged, that all mails will be delivered and dispatched from the basement of the new Custom House into and from mail cars directly. The height of the tunnel is sixteen and a half feet with a width for two tracks, and the cost has been about \$1,000,000.

THE ST. LOUIS FAIR.

The St. Louis Fair, an institution that attracts thousands of visitors to the city, is an important event of the year. It has already a national reputation, and in comprehension of design outrivals all institutions of the country of a similar character. The exhibition usually occurs the first week in October. The Thursday of Fair week is a general holiday in the city, so great is the interest taken in it. The association was formed in 1856, and they have given annual exhibitions since that except four years during the war, during which time their grounds were occupied by United States troops as a camp. Directly after the war it became identified at once with the interest of the whole valley, from St. Paul to New Orleans. The present year, \$50,000 in premiums is offered for the promotion of every conceivable

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useful or ornamental art, \$10,000 of which goes to cotton growers in different parts of the South. The Fair is at least a week in duration. The association own spacious and tastefully arranged

Grounds

in the north-west part of the city. Eighty-five acres are inclosed for this purpose. It is three miles from the Court House. Cars on Franklin avenue and Fourth street with the Grand avenue extension take the tourist directly to the grounds. Cars at Fifth and Locust or Third and Washington avenue *via* Eleventh street, connect with the Hebert street line of cars that go directly to the Fair Ground entrance. The grounds are skillfully laid out with well graveled drives, and walks bounded by green lawns and shaded with trees. On the south side, a miniature lake overhung by a ledge of rocks from which a stream flows into it, presents a beautiful effect. In summer, the grounds are a favorite resort for pic nics and for drives. Saturday afternoons during the season, excellent music is provided, which is an occasion of bringing out a gay concourse of equipages. On entering the gate and passing up the lawn, you come first to the old Amphitheatre. It is now used for the display of fruits and cases of dress goods, musical instruments, and articles of domestic use and manufacture. The building incloses a circular space nearly laid out with flower beds, with a fountain in the center. Passing out to the west, the new Amphitheatre confronts you, having a capacity of sheltering 60,000. In the arena, one quarter of a mile in circumference, all displays of stock take place, and most of the races. The association have also a half mile trotting and race course. A handsome Fine Art Hall has been built between the lake and new amphitheatre the

present year, with special reference to good light for the display of articles in this department. The structure is substantially built of brick, and is quite ornamental in design. On the north of the Amphitheatre is the department for agricultural implements. Ranged beside it are the Machinery Hall, furnishing power to those wishing to operate their machines; the Mechanical Hall, usually containing the Floral display, and the exhibition of textile fabrics, and a grotto with cascades and fountains in rock work, both of which are well built of brick. Besides these there are buildings for the cotton department, the mineral and geological specimens, and a gallinarium. Still north of this are 600 stables and stalls for horses and cattle, and 250 covered pens for hogs and sheep, too small a number to accommodate the numerous competitors in this department. On the grounds, beside the office of the association, are quite a number of buildings owned by private persons for the display of their wares, and newspaper and telegraph offices.

The receipts during Fair week reach \$100,000, which is used exclusively for the improvement of the grounds. On pleasant Thursdays of that week for two or three seasons past, it is estimated that 100,000 people may have been present. The Fair is made a place of exchange where stock or articles of merchandise are bought and sold. Auction sales take place every day during the week. This is a novel feature in American Fairs.

Mondays of Fair week is known as the childrens' day. The public schools are suspended, and free admission is granted to all children accompanied by their parents or teachers.

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CEMETERIES.

Bellefontaine.

Four and a half miles north of the Court House by the Fifth^{*} street line of cars and the Baden extension, you reach the grounds of Bellefontaine Cemetery, the most beautiful in the city and in the West. The association was incorporated in 1849 and now owns 335 acres of land under improvement. The entire receipts, when the debt for the purchase money of the land has been cancelled—which will nearly be accomplished the present year, will then be devoted to further improvement of the grounds. It has every advantage of natural location. It is situated on an irregular bluff of the river, a half mile distant from the bank over a flat interval. Its surface is diversified, and for the most part is covered with a heavy growth of oak, hickory elm and maple. It has avenues for carriages from ten to twelve miles in length. A little distance from the entrance to the right, a neat gothic building almost concealed by shade, contains the office. Following the carriage road, you ascend to the height of the land. The elevation just east of you is Mount Repose. The Lindell lot, containing five marble shafts, is conspicuous before you. A little to the south is a marble canopy that shelters a beautifully wrought statue. This is commemorative of a Mrs. Bennett. To the right and below this is the O'Fallon lot, containing a marble tomb surrounded by several plain shafts. The Jaccard and Whittaker monuments near here are worthy of notice. Crossing a little depression, the lake, several acres in area, lies to the south toward the newer part of the cemetery, and just beyond is the Gay monument, a granite obelisk of massive size surmounted by a draped urn. Turning to the north and following the ridge, the visitor

passes the Charless lot, which incloses a shaft of plain Italian marble surrounded by a group of stones; a monument to Lieut. McGunnigle, a navy officer, emblematical of his profession; a beautifully wrought piece of marble in the lot of L. D. Dameron; the Kaiser and the Chapman monuments. This cemetery incloses the remains of Thos. H. Benton, Gov. Clarke, the first territorial governor, and of Sol. Smith the actor, besides others of eminent note. An exit will be found on the west side if the visitor does not choose to return to the Fifth street entrance. The cemetery is open week days to pedestrians without restriction. It is necessary for horsemen and carriages to obtain tickets at the company's office, 300 North Fourth street. On Sundays it is open only to proprietors.

Calvary.

Calvary Cemetery is the chief consecrated burial place of the Catholics, and is separated by a single street from Bellefontaine. The entrance however is nearly a half mile north by the same line of cars. The grounds measure 220 acres under improvement with nearly three miles of macadamized road. Like Bellefontaine, it is owned by a stock company, founded in 1854. The superintendent's office is at the gate. The grand tour of the cemetery, going to the right, crosses a bridge built of weather-beaten stone. Some of the more notable improvements along this road are the Cabbage vault, the Chouteau family lot, approached by stone steps and inclosing a rustic cross in stone, the whole of which is said to have cost \$25,000; the Biddle memorial vault built by the Archbishop at an expense of about \$13,000, and the Hunt vault, costing \$20,000. A very pretty lake of five or six acres in extent lies embosomed in the midst of the grounds. The surface and growth is very

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much the same as Bellefontaine. This cemetery is open a all times to visitors, Sundays included, without any restrictions whatever.

LIBRARIES.

Mercantile Library.

The Mercantile Library, containing more than 41,000 well selected volumes for general readers, owns the building on the south-west corner of 5th and Locust streets, the second story of which is occupied for a book room and reading room. It is open to visitors from 10 o'clock A. M. till 10 o'clock P. M. The library is owned by a private corporation and is not the recipient of any aid from the city. It is supported by subscription which entitles the subscriber to its privileges. Clerks become members by paying \$3.00 annually and \$2.00 initiation fee, while others are required to pay \$5.00 annually. Many articles of vertu of interest are distributed about the rooms. On entering the ante-room a sculptured slab of marble from Nineveh greets the sight. In the library room, at the north end, two pieces by Harriet Hosmer, a former citizen, are beautifully wrought in marble. Beatrice Cenci, an Italian subject, is represented as having fallen asleep in prison the night before her execution; and Cenone, a Greek subject, dejected for the death of Paris through the refusal of her aid. Here is a bronze copy of Venus di Medici, the original of which is in the Louvre in Paris. The bust of Thos. H. Benton in this room, is by J. Wilson McDonald, a former St. Louis artist. In the passage-way to the reading room is a mask of the face of Napoleon, taken just after his death on St. Helena, and presented to a French gentleman residing in St. Louis at the

time. Among other articles in the reading room are a series of election representations by Geo. C. Bingham of this State, and several pieces after Rubens, Paul Veronese, &c. The reading room is well supplied with dailies from the principal cities, and weeklies, monthlies and quarterlies from this and other countries. Connected with the reading room is a chess room for subscribers and members. It should be mentioned that the library owns a copy of Audubon's Birds and Quadrupeds, valued at a thousand dollars, the gift of Mrs. Audubon, and one of an edition of twenty five, only four of which are in this country.

Public School Library.

The Public School Library, containing 33,000 volumes, occupies the second story of the Polytechnic building, on the south-west corner of Seventh and Chesnut streets. It is supported by membership fees of a dollar per quarter for three years and an appropriation by the Public School Board the of interest of a bequest. The library and reading room are open from 10 o'clock A. M. to 10 o'clock P. M. every day in the week, including Sundays. The reading room is free to any one and the library is free for purposes of reference. The reading room is adorned with a valuable collection of autotypes from the old masters, the property of the St. Louis Art Society. It contains also cases of specimens in Natural History, owned by the Academy of Sciences. The medical society of the city have a large and complete library of medical works in connection with the general library. The collection in this library is most complete in scientific works.

“On Change.”

The Union Merchants' Exchange is the great mart of commerce in the city. Here the buyer and seller meet each other and transfer from one to the other the necessary articles to supply trade, to employ his mill or to hoard for purposes of speculation. The building of the Association is on the west side of Main street, between Market and Walnut. One flight of stairs from the sidewalk leads to their principal room, which occupies nearly the whole building. It is a plain, well-lighted room, with a gallery on three sides. It is filled with tables containing samples of nearly all kinds of farm produce. The Association is composed of 1,400 members, including all the principal provision merchants of the city. Membership initiation fee is \$50, besides certain annual dues. Only those approved by a competent committee are admitted as members, and a conformity to its rules is necessary to retain membership. Most of the articles are sold by samples, and inspectors are appointed to classify the article sold in bulk to determine its comparative quality. If not of the required quality, there exists a Board of Arbitration to whom the matter is referred; and also a Board of Appeal, and these Boards may deprive a member of the privileges of the body if he refuses to abide by their decision. The utmost good faith is required in all transactions conducted under its auspices. The Secretary is authorized to receive deposits as security for the fulfillment of a contract, or margin deposited on time contracts. A failure to accept the article, or deposit additional margin if required, works a forfeiture of right under the contract, and the article may be sold and the difference charged to the party in default.

Many of the transactions take place as follows: A com-

mission merchant or a factor receives a consignment of country produce. A sample and bill of lading are forwarded. The article is sold by the sample, and the bill of lading transferred to the buyer. He may take this, which he holds as a receipt, and depositing it as a collateral in bank, obtain money on it by which to complete the payment of the sale. It then may be sold by the car load, or if not requiring it immediately, he may send it to a grain elevator taking their receipt thereof. It is there stored in a bin comparing in quality with it, and may remain there till resold on the payment of a small fee per bushel. The elevator receipt passes from hand to hand, and on being produced, the same amount of grain classed in quality with the grain sent there for storage is delivered. The daily sessions of the Exchange are from 11 A. M. to 1 P. M. At 12½ P. M., there is a call-board for the sale of stocks. Telegraphic quotations are posted on bulletin boards from the important commercial centers of the country, and from Europe. The committees consist of the provision inspection committee—flour inspection, grain inspection and hay inspection committees. It is the representative body of merchants of the city, and exercises an important influence in commercial transactions. Systems for the advancement of the commercial prosperity of the city, find here a ready hearing. Strangers are admitted on the floor of the exchange by an introduction of some member, and the galleries are accessible at all times to visitors. The new building on Third street between Pine and Chesnut, occupying the whole block, is being built for their accommodation. It will be a magnificent structure, and most highly and worthily represent the commerce in farm products of the city.

ARCHITECTURAL FEATURES.

St. Louis is well built in a plain rather than ornate style. The principal building material is brick, which are manufactured in large quantities near the city limits, and limestone, which lies underneath the city and the adjacent country. The latter is easily worked, and the yellow or buff variety makes a very handsome stone.

The new ST. LOUIS LIFE INSURANCE building, on Sixth and Locust, is perhaps the purest style of the renaissance order. It has a rusticated basement built of rose colored granite, above which rise in fair proportion three stories, the two upper of which are divided into two floors each. A heavy cornice adorns the flat roof, on which are mythological figures in stone. The interior of the building is substantially fitted up in walnut and ash. It contains the most elegant office rooms of any building in the city. On the top of the building, which is reached by means of the elevator, a good view of the city is presented. Here also is the observatory of the officer of the signal service bureau.

The SINGER SEWING MACHINE CO. have just completed the building on the corner of Fifth and Locust. The columns are of rose colored granite, and the main building is of yellow limestone. This rests on a foundation of gray granite. Above all is a heavy French roof. This building will attract more from its brilliancy of color than purity of design.

The REPUBLICAN BUILDING, on Third and Chesnut, presents a fair style of an iron building in imitation of marble. It is ornately built, and makes a showy appearance.

The new POST-OFFICE and Custom House, now in course of construction on Olive and Eighth streets, occupying the

whole block, will be the chief architectural feature of the city when completed. Four millions and a half have been appropriated by Congress for its construction.

It is to be Romanesque in style, having a rusticated first story, with porticoes on each side, and two stories above; above this is to be a French roof and square dome. Maine granite with rose colored granite trimmings will be the building material.

The new MERCHANTS' EXCHANGE, on Third, between Pine and Chesnut, will be an imposing structure. Its estimated cost is one million. It is being built of gray lime stone.

CHRIST CHURCH, on Thirteenth and Locust streets, fronting Missouri Park, is perhaps the best style of gothic architecture, though its tower is not completed. The walls and inside pillars and arches, supporting the roof, are built of stone. It has handsomely colored glass windows, which transmit a mellow light. It has a transept and well arranged chancel. The organ loft is in the rear of the church. Its capacity is the largest, perhaps of any church in the city.

Several other churches, the Centenary, the Second Presbyterian, and the Pilgrim Congregational, are a modified form of the gothic, all of which are handsome structures.

The UNION CHURCH, on the corner of Eleventh and Locust, is a good model of an old Lombard church. It is believed to be almost the only structure of the kind in the country.

A large ratio of the residences are built detached instead of in blocks. The better class are on Lucas Place, and on Pine, Olive, Locust and Washington avenue, west of 27th street, and on Chouteau avenue. Grand avenue has some very handsome residences.

INDUSTRIAL INTERESTS.

Vulcan Iron Works.

These works, the largest in the State, are located eight miles south of the Court House on the Iron Mountain Railway, by which they are easily accessible. A frontage of 1,200 feet on the river, and a track from the Missouri Pacific and from the Iron Mountain Railways afford them good shipping facilities. Their works consist of a puddle mill and a rail mill. The former building is of brick, 490 feet long by 90 feet in depth. The rail mill is 325 feet by 100 feet. The process is as follows: The blast furnace is charged with a mixture of ores and with coal and coke, the whole of which is subjected to a blast supplying from 10,000 to 20,000 cubic feet of air per minute. The puddling process is the working of the melted ore while in the furnace, by means of iron pokers in order to get it into a cohesive mass. In this condition, with the slag running out of its pores, it is taken to the trip hammer. In this condition the pieces are called blooms. Another heat is necessary before it goes to the rolling mill. This consists of steel rollers one above the other, running in opposite directions. A constant stream of water runs over them, in order to prevent them from being heated. The mass of iron as it comes in contact with the rollers is passed through to a set of hands on the opposite side of the rollers, and it is passed and re-passed till it assumes the required shape, after passing through the rolls fifteen or twenty times. While still hot, the rail is taken on a long carriage and pushed against two circular saws at each end of the carriage, and there it is cut off the proper length. The noise and confusion of the hammers and of the engines and the whirr of the air blast, the furnace emitting flame, and the pieces of hot iron pushed about on wheels, and the swaky appearance of rails under the rolls, justly entitles it to be called Vulcan's smithy. It has an especially weird effect by night. These works employ a thousand men, and produce 80,000 tons of metal annually. Ores from the Iron Mountain and Illinois coal and coke are used.

The LACLEDE ROLLING MILL, 4300 North Main street, is next in size. It may be easily reached by the Fifth street cars going north.

The HELMBACHER MILLS are 2400 South Third, near the river, and are easily reached by cars on Fourth street, going south via Second and Third streets. Bar iron and axles are manufactured here.

Missouri Furnace Co.

This is one of the most important manufactories of pig iron, and is in Carondelet, seven miles below the Court House. It has two furnaces, an engine room and a casting house. The furnaces are charged as before, but the product does not undergo the puddling process. The iron issues from the furnace in a liquid state. From the aperture molds of sand on a slight incline are prepared to receive the melted metal. The furnaces are charged twice in 24 hours, and the product of a single charge is often 20 tons. It has capacity of 22,000 tons of pig iron per year.

Harrison Wire Co.

The production of iron and steel wire of all sizes, is a curious art in iron manufactory. The works of this Company are at 2226 Gratiot street, easily reached by the cars at Washington avenue and Fourth street, via Chouteau avenue. Their rolling mills consist of a system of rollers, the proper distance apart, and graduated in size so as to take a bar of iron an inch square and reduce it to round wire $\frac{1}{4}$ of an inch in diameter. Only a single heat is necessary, and the succession of rollers is such as to require no handling of the wire. The wire is then wound upon a reel and taken to the annealing oven. From this size the wire is drawn to any degree of fineness by being pulled through dies while cold by means of proper machinery.

Banks.

There are sixty banks in the city with a capital and surplus of \$20,500,000. Saving deposits amount to \$14,250,000. Banking hours are from 9 A. M. to 3 P. M. Thirty-nine of these banks belong to the Bank Clearing House Association, in which all accounts for and against each other are settled. At ten o'clock, representatives of each

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bank assemble at the Bank Clearing House with the checks or drafts on all other banks of the association. These are presented, and whatever counterclaims there may be are allowed, so that the balance of debts and credits only pass from one to the other. The clearances are often \$3,000,000 or \$4,000,000 daily, and the balances are only from \$300,000 to \$500,000. The checks and drafts received are passed upon and within a certain limited time, banks presenting them must be notified if not good. Otherwise the bank receiving them becomes liable to the bank presenting them.

Pork Packing.

St. Louis ranks the third city in its pork packing interests. About 500,000 hogs are slaughtered annually by fourteen different firms. It is estimated that business passing through these firms amounted to \$25,000,000. The slaughtering is done principally in the fall and spring. The average capacity of each concern is 2,000 hogs each day. The brands of St. Louis pork are well known in the South and West, and in Europe.

White Lead.

Of the 40,000 tons manufactured in the United States annually, St. Louis manufactures 10,000 tons. The pioneer and largest concern is the Collier White Lead Company, on Tenth and Clark avenue. The lead is procured mostly from the south-west of this State.

Flour Mills.

Six million bushels of wheat are converted annually in the city into about one and a half million barrels of flour. St. Louis brands of flour stand unequalled in the market. Mills are run by steam power, and many of them run day and night. Twenty firms are engaged in its manufacture, some of whom are leading business men in the city.

Elevators.

Elevators are indispensable in handling grain advantageously. 12,500,000 bushels of grain passed through the St. Louis and East Louis elevators last year. All grain received is classified by properly appointed inspectors and may be stored as long as desirable by payment of the fees. When

the grain is required for shipping or milling an equivalent amount of grain is delivered and of the quality of the grain received. The St. Louis Elevator is on the Levee, at the foot of Ashley street, and has a capacity of 2,000,000 bushels. 5,000,000 were received and delivered here last year.

Breweries.

About 425,000 barrels of beer are brewed in the city, giving employment to about \$4,000,000 capital. Twenty-five firms are engaged in the business, and the annual value of their business is estimated at about \$3,500,000.

Statistics.

The population of the city in April of the present year ('74), was 473,000, according Gould's Directory census. The approximate accuracy of this estimate was confirmed by a census of school children taken about the same time. The number of buildings in the city is 45,200. The assessed value of the city is about \$200,000,000, which is probably one-third or one-half less than its real value. Clearances through the bank clearing house in 1873, were \$1,100,000,000, indicating of course a much larger business than this during the year. The total length of street pavement is 174 miles; of side walk pavement 200 miles; length of water pipes 102 miles; length of sewers 117 miles; number of streets 600. In 1873, there were 170 steamers and 159 barges, with a total tonnage of 137,000 tons enrolled at the port of St. Louis.

Post-Office.

The Post-Office, on the corner of Third and Olive, is a well managed institution that does credit to the city. One hundred letter carriers and six mail collectors for the business portion of the city are employed. Two deliveries and collections of mail matter are made daily throughout the city, and in the thickly settled business portion four deliveries and six collections are made. The box office is open at 7 A. M. and closes at 6 P. M. The money-order and registry departments open at 9 A. M. and close at 4.30 P. M. Stamps are sold from 7.30 A. M. to 6.15 P. M. The early delivery commences at 7 A. M. Sundays the office is open for one hour, from 12 M. to 1 P. M. In the business

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portion of the city a collection is made at half-past 6 P. M. for the early way mails. In addition to the carriers, seventy-five men are employed in the office as clerks of the different departments and in the distribution of the mail, &c. In the outskirts of the city there are four branch offices, three of which are money-order and registry offices.

Hack Fares.

The rates established by city ordinance for carriages is as follows: For conveying one or more persons a distance not exceeding a mile, one dollar. Carriages hired by the hour, are entitled to charge \$2.00 for the first hour, and \$1.50 for each succeeding hour. Rate of fare for baggage wagons is forty cents for each ten blocks, unless some other agreement is made. Any variations from this will subject the driver to a heavy penalty.

ENVIRONS.

The ST. LOUIS PARK OF FRUITS is situated at Castlewood sixteen miles out on the Missouri Pacific Railroad. Several hundred acres are devoted to the cultivation of fruit of every variety that grows in this climate. It is owned by citizens of St. Louis in shares of \$100 each. The design of the Association is the promotion of fruit culture. It has already an extensive vineyard and pear and peach orchard. A hotel in the midst of the grounds has been erected for the entertainment of visitors and proprietors. It is designed that the park shall be intersected by beautiful drives, its ornamentations to consist of fruit rather than flowers. The land is beautifully situated, with the necessary variety of surface to render it picturesque. Membership entitles the holder to privileges not shared in general. It is already a favorite resort. It is nearly self-supporting from the yearly products, and money is constantly expended in general improvements.

GENERAL GRANT'S FARM is eight miles out on the Gravois road, in a south-westerly direction. It was formerly the Dent homestead, but since belonging to General Grant it has been made a fine stock farm. He has a stud of fifty or sixty blooded horses. It is in a high state of cultivation.

COMMERCIAL.

No city attains a cosmopolitan eminence without a well developed commercial activity. Manufactures may be as essential to the prosperity of a country as commerce, nevertheless, the people derive immediately their sustenance and luxuries from great commercial centres, which gives, however justly or unjustly, pre-eminence to these cities. A large intercourse with the world has undoubtedly an influence. Therefore, to a stranger as well as to a citizen, the commercial prosperity of a city is a marked feature of its growth and importance.

Dry Goods.

The old established house of DODD, BROWN & Co., has been closely identified with the growth and best interests of the city. An annual trade of six million dollars has been built up by them, extending into twenty States and Territories of the Union. The leading member of the house, Mr. Dodd, deserves great credit for an enterprise which is as well a credit to the city. To transact such an amount of business requires the exclusive care and attention of 110 men. Dodd, Brown & Co. are located in an elegant and spacious five story stone building at 418-426 north Fifth street. See advertisement page 3.

The house of J. H. WEAR & Co., is a marked instance of what enterprise and determination will do. Established in 1862, it already stands among the first in the city, and in the honor and integrity of its dealings has no peer. Their specialty is Fancy Dry Goods. They import directly alpacas, linens, etc. They derive their business already from fifteen States and Territories. The house is composed of J. H. Wear, Geo. F. Britton, John W. Keyser, Joseph H. Holliday, and George A. Morris, being a consolidation with the late firm of Britton, Morris & Co. They occupy the store at 508 north Main, five floors 90 feet by 36 feet. See advertisement page 17.

Dry Goods, Retail.

The house of H. D. MANN & Co. (H. D. Mann, and G. S. Hardenbrook,) is well and honorably known in the city

for fair dealing and a good stock of goods in its line. It is the emporium of fashion for ladies' wear, located on the best business block in the city for that trade. The present firm was established in March of 1872. Their place of business is at 421 north Fourth street. See advertisement top of pages.

Boots and Shoes, Wholesale.

The boot and shoe trade of St. Louis is well represented in the house of J. T. UTTERBACK & CO., (J. T. Utterback, Joseph A. Wherry, and James A. Ringgold). They are all practical men who have been identified with the business fifteen or twenty years. They are thoroughly acquainted with the trade throughout the South and West, its demands and its interests. In the city the house has an unimpeachable reputation. They are favorably located in the new and handsome establishment 501-505 north Main. See advertisement page 11.

Life Insurance.

The St. Louis Life Insurance Company, the mammoth company of the West, is a consolidation of the St. Louis Mutual and the Mound City Life Insurance companies which was effected in April, 1873. The combination gives to the management of this company much the largest business in insurance done by any one company in the West. At the time of the consolidation a million dollars in stock was subscribed for the better security of its policy holders. The building, at Sixth and Locust, erected at a cost of \$772,000, is the handsomest block in the city. See advertisement page 15.

Wagon Manufactory.

The Milburn Wagon Works of Toledo, Ohio, the largest of the kind in the world, is represented in the city by Milburn & Hammell, at 115 north Main street. Their works were established in 1848, and now occupy three acres in area. The brick workshops and warehouses necessary for the manufacture of the immense number of their wagons shipped in every direction, are 4 stories in height besides the basement. They are conveniently arranged in order to a systematic prosecution of the labor, without which such an immense production would be impossible. See advertisement page 21.

Photography.

Photography, which is taking a stand as one of the fine arts, has no better representation in the city than Cramer, Gross & Co. Their rooms and gallery, among the largest and best in the West, are situated on 5th street and Chouteau av. The Chouteau av. cars on 4th street pass their building. The firm is composed of G. Cramer, photographer; J. Gross, artist; H. Schoof, business manager; each a specialist, and all practical men. They began in 1864, and now do perhaps the largest business in the city. See advertisement, page 13.

Hats and Caps.

Among the firms in the city a quarter of a century old, is Gray & Guerdan. The house was established in 1849, and its continuance betokens a successful career. It has a ready catered to the taste of a generation, and has enough vitality to commence upon the next. Aptness for business must be the secret of their success. Their store is on 2nd and Market, near where the life of the city first began. See advertisement on page 19.

Jewelry.

The firm of Eugene Jaccard & Co. succeeded to a business which is now forty-five years old. Starting on Main street when that was the fashionable shopping quarter of the city, they by gradual moves came to Fifth. They occupy the marble building on the cor. of Olive and Fifth, erected for themselves. It is a temple of rich treasure in art and in costly gems. Their watches are manufactured expressly for them in Switzerland. The 5th story contains the manufactory, and their wholesale department is in the basement. See advertisement on page 27.

Silver Ware Manufacture.

T. A. Durgin, 305 N. 7th, near Olive, is the only manufacturer of solid silver ware in the city. He has been in the business here since 1858, and displays good taste in his work as his success attests. Reliability where deception is not difficult is indispensable and this is an important element in his success. See advertisement page 23.

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Safes.

Diebold, Norris & Co., have one of the largest safe manufacturing in the country at Canton, Ohio, and are worthily represented in the city by Mr. George G. Macartney. Their safes with contrivances to protect against loss by burglars or by fire are an elegant ornament to an office. The company's safes are well known throughout the city and the West. Their establishment is at 224 south Fifth street. See advertisement page 5.

Sewing Machines.

The Domestic Sewing Machine and their paper fashions has become in three years a household word. Their factory in Newark, N. J., has a capacity of three hundred machines per day, and in number of machines sold they stand third on the list in the United States. If success attests merit as is commonly supposed, this machine has no peers. Their rooms in St. Louis are at 511 North Fourth Street. See advertisement on page 29.

Hotels.

The Grand Central, on the European plan, south side of Pine, between Fourth and Fifth, provides good rooms and good fare at reasonable rates. It has an extensive patronage, and its success is a just tribute to the enterprise of its proprietors. The restaurant occupies the whole of the first floor. It is convenient to the railroad offices and is in the center of the city. See advertisement on page 9.

Shirts.

A. C. Van Valkenburg manufactures to order and keeps for sale almost every description of Shirts. He is a large dealer and has a fine patronage. His business career has been a successful one and promises even better for the future. See advertisement on page 27.

Railroads.

THE CHICAGO AND ALTON, one of the most important roads leading from St. Louis, is splendidly equipped, affording passengers every comfort and luxury of travel. It is the old time road between St. Louis and Chicago. It runs the Pullman sleepers and the Reclining Seat Palace Cars

It makes close connection with roads east and north. Ticket agent, S. H. Knight, 117 North Fourth Street, under the Planters. See advertisement on page 7.

THE ST. LOUIS AND SOUTH EASTERN drains the whole South and Southwest. It runs by way of Nashville. At Ashley, it taps the Illinois Central. At McLeansboro, the Shawneetown branch. At Evansville trains for Chicago and the East. At Guthrie with trains for Memphis, Clarksville and Louisville. Pullman's palace cars and sleepers run through to Nashville without changes. It traverses a rich and fertile country, and has an extensive traffic. See advertisement on page 25.

THE MISSOURI KANSAS AND TEXAS is the most important thoroughfare to Galveston and the South-west. Trains run through to Eastern and Northern Texas, to Dennison, Sherman, Dallas and Houston, without change of cars from St. Louis. This road traverses the Indian Territory from Kansas to Texas, one of the most beautiful and fertile countries in the world. See advertisement on page 31.

Drugs, Wholesale.

Messrs. Donnell, Tilden & Co., during their short career have placed themselves along beside the oldest houses in the city. They are thoroughly men of enterprise, and therefore successful. Their trade is expanding in every direction and constantly increasing. Their house is at 608 and 610 North Second Street. See advertisement on page 5.

Mrs. E. J. Harding,

621 Olive street, is well known as a manufactnrer of Supporters, Bandages, etc. She commenced business in 1868, and has uniformly been awarded all the premiums at the St. Louis Fair. See advertisement on page 33.

Turkish Baths

were established first in the city by Dr. Adams in 1869, on Washington avenue and Sixteenth street. Over 11,000 baths the first year attest the success of the enterprise. New rooms were opened a year ago at 311 N. Seventh street. His business has been steadily increasing. A dis-

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tinguished physician of London attributes to it the preservation of the health, the prevention and the cure of disease. See advertisement on page 35.

Jones' Commercial College,

the oldest in the city, is an institution of well-deserved repute. It aims to be a practical school for business men. Many of its graduates are in the largest business offices in the city. It is an excellent preparatory course for a business life. Jones' Business and Telegraph College is on Olive and Fifth streets. See advertisement on page 33.

Glass Manufacture.

To J. K. Cummings, of the St. Louis Glass Co. is due the credit of making this one of the leading industries of the city. Attempts were made from 1844 to 1860, but with disastrous results pecuniarily. In 1860, he succeeded to the business, determined to put it on a sound basis. The raw material was known to exist near the city in great profusion and of superior quality. To utilize this would add to the resources of the city and give employment to skilled labor. Fourteen years experience have amply justified to venture, and through his success at least six others, employing half a million dollars capital, have been established, with fair prospects. Mr. Cummings' merits his well deserved success as pioneer of glass manufacture in the Mississippi Valley.

Ready Made Clothing.

F. W. Humphreys & Co. occupy the elegant establishment on Fifth and Pine streets, with their ready-made clothing and gents' furnishing goods. They excel in styles and quality, and are therefore deservedly popular. See advertisement page 23.

Tailoring.

Fashionable cuts and good fits undoubtedly determine your tailor, and for elegant style, J. C. Dubuque, at 515 Olive street, is unsurpassed. For twelve years he has numbered among his patrons the best citizens of St. Louis. See advertisement page 19.

CITY CHURCHES.

Presbyterian.

First Presbyterian Church—Dr. Dickey, pastor, Fourteenth and Lucas Place.

Second Presbyterian Church—Dr. Nichols, Seventeenth and Lucas Place.

Central Church—Dr. Brank, Garrison and Lucas avenue.

Chouteau Avenue Presbyterian Church—Rev. Mr. Lattimer, Chouteau avenue and Eleventh.

High Street Presbyterian Church—Rev. J. A. Quarles, High and Clark avenue.

Pine Street Church—Dr. Rutherford, Eleventh and Pine.

Walnut Street Church—Dr. Brookes, Sixteenth and Walnut.

North Presbyterian Church—Dr. Foote, Eleventh and Chambers.

Calvary Presbyterian Church—Rev. W. Porteus, Sixteenth and Carr.

United Presbyterian Church— ———, Twentieth and Morgan.

Providence Old School Church—Rev. B. Y. George, Twelfth and Webster.

Cumberland Presbyterian Gethsemane Church—Rev. F. Lack, Jefferson and Wash.

Congregational.

First Trinitarian Congregation Church—Dr. Post, Locust and Tenth.

Pilgrim Congregational Church—Dr. Goodell, Washington and Ewing avenues.

May Flower Church— ———, Boston avenue, nr. Grand.

Methodist Episcopal.

Union M. E. Church—Rev. C. A. Van Anda, Eleventh and Locust.

Central Church—Rev. A. C. Williams, Twenty-fourth and Morgan.

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First German M. E. Church—Rev. H. Koch, 1600 Wash.
Trinity M. E. Church—Rev. J. L. Walker, Tenth, near
Market.

M. E. Church, South.

Centenary Church—Dr. Linn, Sixteenth and Pine.
First Church—Rev. L. M. Lewis, Eighth and Washing-
ton avenue.
St. John's Church—Rev. J. W. Lewis, Locust and Ewing
avenue.
Chouteau Avenue Church—Rev. J. H. St. Clair, Eighth
and Chouteau avenue.

Episcopal.

Christ Church—Dr. Schuyler, Thirteenth and Locust.
Trinity Church—Rev. E. Coan, Eleventh and Washing-
ton avenue.
St. George's Church—Rev. R. A. Holland, Chesnut and
Beaumont.
Church of the Holy Communion—Rev. P. G. Robert,
Leffingwell and Washington avenue.
Grace Church—Rev. W. M. Webbe, Eleventh and
Warren.
St. John's Church—Rev. J. P. T. Ingraham, Hickory and
Doleman.
St. Peter's Church—Dr. Berkley, Grand and Olive.
Mount Calvary Church—Rev. B. E. Reed, Grand and
Lafayette.

Baptist.

Second Baptist—Dr. Burlingham, Sixth and Locust.
Third Church—Dr. Yeaman, Clark ave. and Fourteenth.
Beaumont Street Church— ———, Beaumont and Mor-
gan.
Fourth Church—Rev. Mr. Morrill, Twelfth and North
Market.
Park Avenue Church—Rev. Mr. Laws, Park, near St.
Ange.
First German Church—Rev. Mr. Rabe, Fourteenth and
Carr.

Christian.

First Christian Church—Rev. S. A. Kelly, Seventeenth and Olive.

Central Christian Church—Rev. Mr. Campbell, Fourteenth and St. Charles.

North St. Louis Church—Rev. Mr. Buff, Eighth and Mound.

Unitarian.

Church of Messiah—Rev. J. Snyder, Ninth and Olive.

Church of Unity—Rev. J. C. Larned, Park and Armstrong avenues.

German Evangelical.

Bethania Church—Rev. C. F. Stark, Twenty-fourth and Carr.

St. Petri's Church—Rev. E. Roos, Fifteenth and Carr.

St. Johannes Church—Rev. L. Haeberle, Fourteenth and Madison.

Zion's Church—Rev. J. J. Koewing, Twentieth, near Benton.

English Evangelical Lutheran.

St. Mark's Evangelical Lutheran Church, Rev. M. Rhodes, 27th and Wash.

German Evangelical Lutheran.

Immanuels Church—Rev. J. F. Buenger, Morgan and Sixteenth.

Dreinigkeits Church—Rev. E. A. Brauer, Eighth and Lafayette.

Zion's Church—Rev. L. Boese, Fifteenth and Warren.

New Jerusalem.

First German Church New Jerusalem—Rev. C. L. Carriere, Fourteenth and Howard.

Roman Catholic.

Cathedral—Rev. M. W. Tobyn, Walnut, between Second and Third.

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Assumption—Rev. W. H. Brantner, Eighth and Sidney.
Annunciation—Rev. P. Brady, Sixth near Chouteau ave.
Holy Angels—Rev. F. M. Kielty, St. Ange and Chouteau avenues.

Immaculate Conception—Rev. P. F. O'Reilly, Jefferson and Locust.

St. Alphonsus—Rev. E. Grimm, Grand near Easton ave.

St. Bonaventura—Rev. P. Graziani, Sixth and Spruce.

St. Bridget—Rev. H. H. O'Reilly, Carr and Jefferson.

St. Francis Xavier—Rev. E. Higgins, Ninth and Christy.

St. John—Rt. Rev. P. J. Ryan, Sixteenth and Chestnut.

St. Lawrence O'Toole—Rev. J. Henry, Fourteenth and O'Fallon.

St. Malachi—Rev. C. Ziegler, Clark and Summit.

St. Michaels—Rev. F. Eustace, Eleventh and Jefferson.

St. Patrick—Rev. Mr. Archer, Sixth and Biddle.

St. Peter and Paul—Rev. F. Goller, Seventh and Allen.

Hebrew.

United Hebrew Congregation—Rev. H. Kuttner, Sixth and St. Charles.

Temple of the Gates of Truth—Dr. Sonnenschein, Seventeenth and Pine.

Buiai Congregation—Dr. Wolfenstein, Sixth and Cerre.

Miscellaneous.

Latter Day Saints—Rev. W. Anderson, Broadway and Labeaume.

Independent Evangelical Protestant—Rev. P. G. Gerber, Thirteenth and Webster.

Independent Evangelical Protestant Church of the Holy Ghost—Rev. J. G. Eberhard, Eighth and Walnut.

Street Railways.

St. Louis Railroad extends south from Grand avenue and Broadway via Fifth street to Elm, thence to Seventh street, thence to Kosciusco, a distance of seven and a half miles, and returns by Carondelet avenue, Fifth street and Broadway.

The Baden extension connects at Grand avenue with the above, and extends to Baden by Bellefontaine road.

Missouri Railroad extends from Fourth and Olive, west to Grand avenue, and returns the same way.

A line of this road extends from Fourth and Market to Sixth, thence to Chesnut, and thence to Eighteenth, and thence via Market to Summit avenue, and returns via Clark avenue to Twentieth, thence via of Market to Fourth street.

Citizens Railroad extends west from Fourth and Morgan, out Franklin and Easton avenues to six mile-house, and returns via Easton avenue to Garrison avenue, thence via of Morgan to Fourth street.

Grand avenue extension connects with the above at Grand avenue, and extends to Fair Grounds, and returns the same way.

Lindell Railway (yellow cars) extends west from Third and Washington avenue to Garrison avenue, and returns the same way.

Blue cars also extend west from Third and Washington avenue to Fourteenth street, and thence to Gratiot street, and thence to Tayon avenue, and thence out Chouteau avenue to Summit avenue, and return via Chouteau avenue to Tayon, and thence via Papin street, thence via Fourteenth street to Washington avenue and Third street.

Bellefontaine Railway extends from Third and Washington avenue to Eleventh, thence north to Penrose avenue, and returns via Tenth to Washington avenue, and thence to Third street.

A line connecting with the above runs from Tenth via Hebert and St. Charles road to Fair Grounds, and returns the same way.

Tower Grove and Lafayette Railway runs south from Morgan on Fourth to Chouteau avenue, thence to Third street, thence to Anna street, and returns via Second to Chouteau avenue, thence to Fourth street and Morgan.

Peoples Line runs south from Morgan on Fourth to Chouteau avenue, thence to Second Carondelet avenue, thence to Park avenue, thence to Mississippi avenue, thence to Lafayette avenue, and thence to Grand avenue, and returns by Park avenue to St. Ange and Chouteau avenues, and thence to Fourth and Morgan.

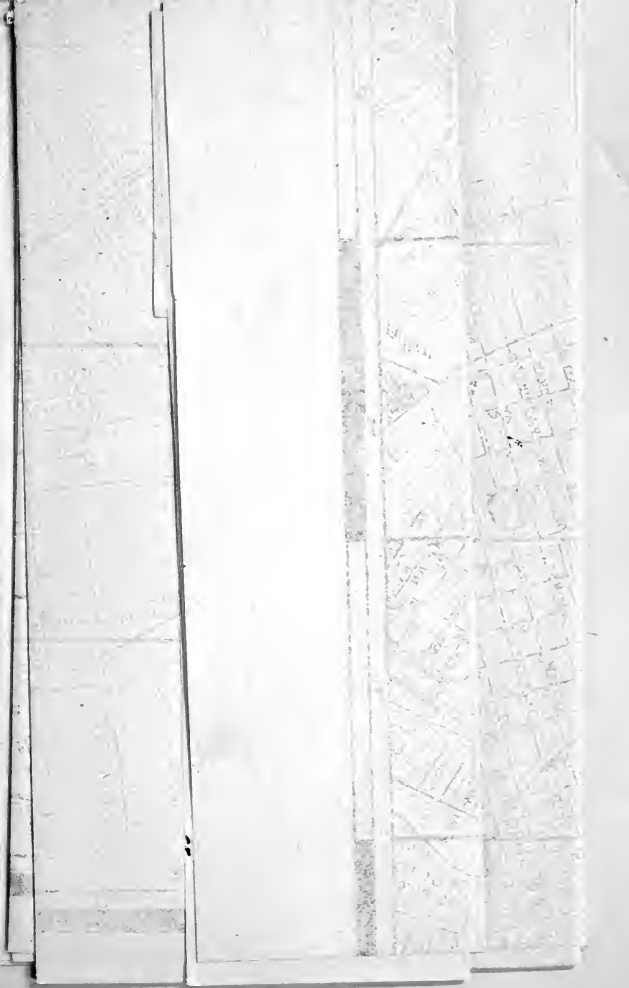
Gravois Railway extends west from Fourth on Pine to Ninth, thence to Clark avenue, thence to Twelfth street, thence to Chouteau avenue, thence via Stoddard avenue to Park avenue, thence to Ninth street, thence to Russell avenue, thence to State, thence to Sidney, thence to Gravois Road, thence to Grand avenue and Tower Grove Park, and returns via Gravois Road to Russell avenue, and thence the same way to Fourth and Pine.

Union Railroad runs west from Fifth on Locust to Sixth, thence to O'Fallon, thence to Seventeenth, thence to Chambers and Salisbury streets and Hyde Park, and returns the same way.

Northwestern Line runs west from Sixth on Locust to Ninth, thence to Spring, thence to Jefferson, and returns same way to Fourteenth, thence to Christy, thence to Twelfth, thence to Sixth on Locust.

Fire Department.

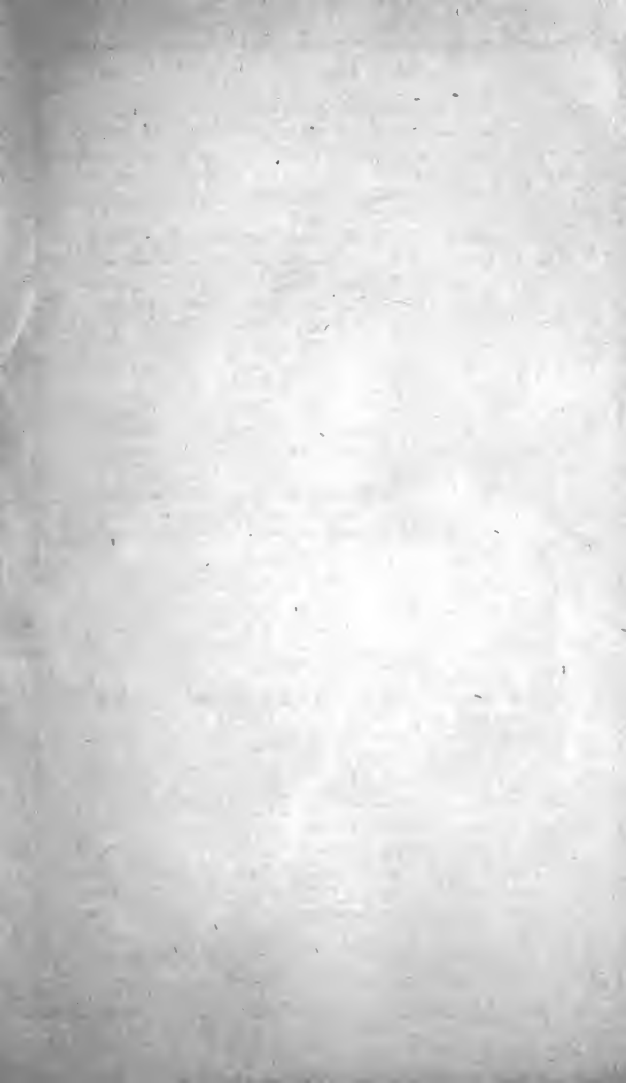
Fire alarms are given by means of bells operated by magnetic telegraph. There are 180 iron boxes inclosing telegraphic instruments, which are connected by a wire with the Central Station in the Court House. The number of the station is transmitted by the pulling of a handle. If received, a signal is returned at the Central Station. The church, engine-house bells and gongs are operated by means of a large battery striking the number by successive strokes. Three such signals are given in succession, which calls out the engines in the district where the fire is located. The second alarm calls out twice the number of engines, and a third alarm calls out the whole number in the city. The city owns seventeen steam fire engines, which are distributed in convenient portions of the city.



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